

Overview

There will be 3 transit stations located in the South Salt Lake city limits. It is believed that the implementation of TRAX will provide the community with new opportunities for development and redevelopment. This planning effort, funded in part by the Utah Quality Growth Commission, will allow South Salt Lake to explore these new opportunities. These will become tools to assist the City in utilizing the dynamic political and economic forces to create positive influence on change within the community.

1999 Planning Grant Summary

Grant Amount:	\$10,000
Matching Dollars:	\$20,500 (\$18,000 in-kind)
Match:	\$38,500
Project Cost:	\$48,500

South Salt Lake-TOD Survey

Local Responsibility

Throughout the design process, several methods were utilized to receive and incorporate public input. A steering committee was organized to oversee and provide input in the overall process for the duration of the project. Under the direction of city staff, multiple town meetings were organized to gather input from a broad section of the community.

State Leadership

The Quality Growth Commission awarded South Salt Lake with a grant in the amount of \$10,000.

Economic Development

This plan contains development recommendations for the 2100 S. 2700 S. 3300 S., and 3900 S. areas. This includes corridor development, high density TOD zone, infill residential development, mixed-use development, and in-fill commercial development.

Infrastructure Development

The proposed high-density developments will place a greater load on South Salt Lake City's existing infrastructure. However, it is projected that the high densities will actually reduce costs related to installing new roads and utility service.

Housing Opportunity

A variety of housing will be proposed for each of the 4 areas previously discussed, including high density housing, mixed-use retail with residential components and the creation of a residential district.

Conservation Ethic

Surface parking in some areas will be minimized to allow for a greater amount of green space. In addition, the plan proposed the creation of green spaces in the form of neighborhood parks, parkways, paths, and streetscaping.

"We have used the plan to obtain additional Federal funds (\$225,000 in water/sewer related infrastructure improvements) to spur redevelopment. We have also been working with property owners, as mentioned above, who agree with the plan in general and want to redevelop their properties."

Nathan Cox-Programs Administrator

Implementation

Yes, and yes. This plan was a precursor to the other two station-specific plans we received funding for. The plan funneled community interests in redeveloping the corridor into general land use prescriptions. These general development guidelines were refined in the subsequent plans eventually resulting in our overlay zone and design guidelines currently used in day-to-day planning efforts.

Promoting Intelligent Growth

We have been working with property owners and developers in the area to redevelop properties adjacent to TRAX, but Brownfield issues have made it very difficult to get the project numbers to work. To date I believe few if any landowners have opted to use our overlay zone. Nevertheless, the tools are now available, and the elected officials fully support redevelopment.

Accomplishments

The plan is finished. Planners are using the zoning and design guidelines to educate and assist developers in projects. Some additional funding has been secured.

Benefits

We have used the plan to obtain additional Federal funds (\$225,000 in water/sewer related infrastructure improvements) to spur redevelopment. We have also been working with property owners, as mentioned above, who agree with the plan in general and want to redevelop their properties.